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SUPPLEMENT TO  
REPORT NO. 25X1

THIS IS UNEVALUATED INFORMATION

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1. [redacted] basic jet training in the Yak 17 Soviet-built aircraft at the Yangchou Airfield near Peking, China. The designation [redacted] for the aircraft, [redacted] was APD-25\*P (ARD-25 F, trans-literated). [redacted] 25X1  
[redacted] The Soviets had furnished five of the Yak 17s to the North Korean Air Force for training purposes. The aircraft had a simple canopy and there was no pressurization. During the summer season the cockpit became extremely hot. The ceiling of the aircraft was limited; [redacted] kept it below 4000 meters. In fact [redacted] it was dangerous to fly it any higher. Maximum speed was about 700 km per hour; maximum flying time about 35 minutes. 25X1
2. [redacted] the maintenance period was every five hours of flying time. The aircraft was inspected once each day. Each morning the regiment engineer would check over the engine. There were no other inspections unless some failure was reported. 25X1
3. The Yak 17 was very hard to start because of a very poor starting plant. The controls were very heavy, there being no booster control. There were very few instruments and the plane was not armed. There was only one compass, an electric one, and instead of a radio compass a direction finder designated the RPK 10 M was used, the instrument responding to a fixed signal. It was necessary to keep the needle of the instrument centered in order to stay on the beam. There was one altimeter with a maximum of 10,000 meters shown. [redacted] never experienced any flame out with the aircraft and never heard of anyone who did. [redacted] never experienced any particular operational difficulties [redacted] 25X1  
[redacted] 25X1
4. [redacted] the static thrust of the aircraft in a stationary position. The maximum horsepower-thrust was 10,000 and maximum RPM about 9,000. At maximum power setting between 20 to 25 liters of fuel were used.

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5. In starting the aircraft the battery cart was first attached. The accumulator switch was placed in the "on" position. Next the assistant or starter motor button was switched on and the pilot gradually began feeding fuel to the main motor. When the main motor caught the starter motor was switched off. The maximum RPM for take off was 9000. The pilot then switched on the radio and the RPK 10M and was ready for take off. Between 500 and 600 meters was needed for take off. The difficulty in starting the aircraft was in the poor starter motor. These were of Soviet manufacture but were old and in poor condition.

6. [ ] the NKAF had five ARD 25 Fs at the Yangchon Airfield. [ ] 25X1  
[ ] there were only two, which were used by the NKAF at the Anshan Airfield in Manchuria. [ ] regiment was moved to Antung Airfield and took these two along [ ] but in December [ ] turned them over to a Soviet regiment and were given U-MIG 15s for training purposes. There were no ARD 25 Fs in the North Korean Air Force by 1952.

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